

NEWS BY TELEGRAPH.

INTERESTING FROM WASHINGTON.

Appropriations for Ocean Mail Steamers.

Interesting Debate on the River and Harbor Bill.

ANTI-RUN EXCITEMENT AT HARTFORD.

Destructive Fire at Lowell, Mass.

From Washington.

THE OCEAN MAIL CONTRACTS—THE COLLINS STEAMSHIP—THE RECIPROCAL TREATY—THE BURNING OF SAN JUAN—THE COLT INVESTIGATION.

The semi-administrative attempt made in the House to-day by Mr. Olds to get a contract for the "Hoo Tehuan" Company, which monthly mail to California, at a price of \$100,000 a year, was a dead failure.

In the face of the existing contract with Messrs. Collins, it requires no little brains to press it. It is to be tried on in the Senate, but will meet with no better success.

The notice to the Collins steamers will probably be discussed in the Senate. Had it not been for the strenuous opposition and able speeches of Mr. Seward, Mr. Wheeler and Mr. Sumner, the Collins steamers would have been whipped out of sight.

As it was, all the city members, except the gentlemen named, voted against the line. Cutting costs do not pretend to be in the House any longer.

The Canada Treaty is a bad way. The President is to send a message on Tuesday, giving the facts in the recent affair at San Juan, as well as Mr. Olds' instructions. There was no opportunity to-day to vote on the resolution calling for a committee. The Committee will probably report on Tuesday, and effect that not a shadow of evidence has been produced before them to give a coloring to Mr. Clingman's charges of corruption.

THE UNION AND THE PROPOSED \$10,000,000 APPROPRIATION.

WASHINGTON, July 29, 1854.

The Union of this morning has a lengthy article in favor of the resolution placing \$10,000,000 at the disposal of the President, if necessary, to use in the acquisition of the land during the recess of Congress.

THIRTY-THIRD CONGRESS.

SENATE.

WASHINGTON, JULY 29, 1854.

SUBJECTS OF THE DAY.

THE CHAIR presented a communication from the War Department, transmitting certain surveys of rivers. It is not read.

ACCOMMODATION OF THE UNITED STATES COURTS.

Mr. TOUCY, (dem.) of Conn., explained the bill authorizing temporary accommodations for the United States Courts in Boston, and directing contracts to be made for sites and proper buildings in Boston, New York, Philadelphia and Baltimore, for courts and court offices. It was the bill as it was returned from the House. The committee on the Judiciary recommended that the Senate vote on the bill as amended, that all contracts for sites and buildings be made conditional upon appropriations at a next session to carry them out. The bill was amended as proposed, and again sent to the House.

THE WASHINGTON AND ALEXANDRIA RAILROAD.

The Senate bill allowing the Washington and Alexandria Railroad to extend their road over the Potomac river, Georgetown and through Washington City, to connect the Baltimore and Ohio Railroad, was returned from the House with the amendment authorizing the Baltimore and Ohio Railroad Company to extend their road on the eastern branch to the Maryland shore, and on the river side to the point opposite Alexandria. Question was on concurring in this amendment.

Mr. BRADY, (dem.) of Ind., opposed the amendment. Mr. PRATT, (whig.) of Ind., supported it.

Mr. BRADY, (dem.) of Ind., moved to lay the bill on the table. Lost—yeas 14, nays 28.

Mr. COOPER, (whig.) of Pa.; TOUCY, (dem.) of Conn.; BRADY, (dem.) of Del.; Rusk, (dem.) of Texas; MAISON, (dem.) of Va., opposed the amendment, and Messrs. Dawson and Pearce supported it.

The Senate refused to concur—yeas 7, nays 14.

PRIVATE BILLS.

Several of the Senate's private bills were received from the House with amendments, all of which were concurred in.

CONGRUENCE TO O. FREIGHT.

The House bill authorizing the treasury to pay John Olds one hundred and eighty-three thousand dollars, with interest at ten per cent from 1850, for being seized by him and furnished to the California Indians, read three times and passed.

PRIVATE BILLS.

The private bills passed by the House yesterday were read, read, and referred—some of them considered and read.

THE RIVER AND HARBOR BILL.

A question pending was on the amendment by the committee to the second section, as given in last year's report.

CHAS. (free soil), of Ohio, moved to insert, after word "and," in the amendment, the following:— "and on the condition or circumstances attending construction or plan of any particular work."

Mr. Seward (free soil), of N.Y., asked if the Senator fully satisfied himself as to what circumstances his amendment would assume as sufficient cause for suspending the work? Would the same circumstances which would suspend the work from going to China a few years ago be sufficient? (Laughter.)

Mr. CANN, (dem.), of Mich., said that he knew no gentleman who convenient circumstances had been of advantage than to the Senator from New York.

Mr. RUSK, (dem.) of Texas, thought that if the brevity of his speech were followed in speeches in the Senate, it would be most profitable.

Mr. Seward said he was aware that, at the time of his speech, there was much noise and confusion in the chamber, but he was glad it had attracted the attention of the Senate.

Mr. CANN said that some years ago the whig party got a scheme called the Chicago convention. He had a man called who believed it had produced any practical good, and he believed at the time it was put forward. He invited, and did not go. He said that circumstances would render it convenient for him to attend. That was history of the whole matter. (Laughter.)

Mr. CANN's amendment was rejected. Yeas, 10; nays, 22.

Mr. TOUCY, (whig.), of Ga., moved to amend by inserting the word "so," these words:—"Except the act of unconstitutional power to appropriate money for particular object suspended." Adopted: yeas 70, nays 22.

Mr. STARK, (dem.), of Mich., moved to amend further, striking out the words "Secretary of War," and inserting "President of the United States." Adopted: yeas 22.

amendment was such as that no Senator could say that each and every one of the hundred and fifty items of this bill was proper and just, or that if the same was surveyed, it might not be most expedient to suspend the work; the President could not be expected to be able to do so, therefore, in order that the whole country might not suffer because a few improper items had been inserted in this bill, it was designed that the President, without being compelled to veto the whole, could, if he thought proper, suspend the few improper items until the further action of Congress. The Senator from New York, however, did not desire this. He would rather have a veto of all than anything else. The Senator would rather have the whole coast of the United States left without any improvement—would rather have any state of affairs short of a crash of world, provided it would tend to promote the ambitious aims of a certain person, whose political interests the Senator from New York had more at heart than anything else.

Mr. BENJAMIN, (whig.) of La., said he desired to have no personal controversy in the Senate with any man. He desired particularly to have none with the Senator from New York, who, he understood, professed the doctrine of non-resistance. The Senator's imputations and insinuations of corrupt bargains by the committee with the executive were most unfounded. The Senator himself was a member of the Committee on Commerce, but had never given to that committee or any member of it in this most important bill, yet he arranged his fellow members for their action. The imputations on the Senator fell harshly at his feet. If his whole life, in public office and in private, did not sufficiently repel the insinuations of the Senator, he would resign his seat instantly. He regretted that he had been obliged to notice them at all. Had they been made by any other gentleman but the Senator he certainly would not have chosen the Senate as the place to notice them.

Mr. Seward denied that he had cast any imputation on the committee or any of its members as such. He had said the amendment was prepared for the sole purpose of avoiding a veto. That was not denied. No one could deny it. If it was not intended for that purpose, why was it offered? He was charged with a desire to defeat the bill. He denied it. He would vote for the bill whether the amendment was put in or not. Already one Senator friendly to the bill had declared the adoption of the amendment would prevent his voting for the bill. This bill is the same that passed two years ago. It passed the House then, and now had passed the House again without this amendment. It passed the Senate two years ago, and would pass now without the amendment. Why, then, was this new principle, odious and disgusting to some Senators, presented now by the Senator from Michigan? The amendment exposed the bill to defeat in the Senate and the House. It could only be designed to secure it at the other end of the avenue.

Mr. STARK replied.

Messrs. PRESIDENT and CLAYTON followed in opposition to the amendment.

Mr. BUTLER thought that if this system of legislation, such as is contained in this bill, was to be continued and Senators were obliged to take everything in the bill, right or wrong, he did not know but that the amendment would be a wise, salutary and constitutional check upon it; but he could never go for one wrong to remedy or check another. It was an ambulatory veto power unknown to the constitution.

Messrs. MALLOY and TOUCY followed in opposition to the amendment.

Mr. BENJAMIN read from the Lighthouse act of the last session and this year, to show that they contained exactly similar provisions.

The amendment was then rejected—yeas 14, nays 35—

as follows:—

YEAS—Messrs. Atchison, Benjamin, Cass, Dodge of Wisconsin, Dodge of Iowa, Johnson, Norris, Pettit, Pratt, Rusk, Sebastian, Sill, Stuart, Walker—14.

NAYS—Messrs. Adams, Allen, Baile, Bell, Bright, Brodhead, Butler, Clayton, Cooper, Davidson, Douglass, Evans, Fessenden, Fish, Fitzpatrick, Foote, Geyer, Gillette, Houston, Jones, Jones of Tennessee, Mallory, Mason, Norton, Pearce, Rockwell, Seward, Shields, Sumner, Thurston of Kentucky, Toombs, Toucey, Wade, Welles—35.

Mr. RUSK moved an amendment appropriating forty-four thousand dollars for the improvement of the Brazos river, Texas.

Mr. RAYARD, (dem.) of Texas, said he thought the bill would certainly be vetoed. It would be discussed for some days, and then returned by the President, when there would be no time to discuss and consider the veto. He was friendly to the bill, but under the circumstances he moved its postponement till next December.

Mr. PRATT, (dem.) of Ind., made a speech in favor of the bill. He could not see how any man with a well balanced mind, and cool, deliberate judgment, from the North, could deny the constitutionality of such bills.

Mr. BROWN, (dem.) of Miss., moved that the bill be laid on the table. Lost—yeas 16, nays 23.

Messrs. BAYARD and MASON supported the postponement.

Messrs. SEWARD, CASS and PRATT opposed it.

At 3½ o'clock, a motion to adjourn was made, and lost—yeas 14, nays not counted. The debate was resumed, and again a motion to adjourn was voted down.

Mr. THOMPSON, (whig.) of Ky., read several acts of a like kind, approved by Jackson, and thought the President could safely rely on the footsteps of his illustrious predecessor. If Jackson had stomach to take the bills of his day—which were enormous made in comparison to this slight affair—he thought President Pierce could get up down this with but slight exertion. He was for putting the nerve of the President, any how. He was for putting him to it, and letting him try whether he could go it. (Loud laughter.)

Mr. Seward opposed making any amendments.

Mr. DODGE, (dem.) of Iowa, said amending this bill would defeat it. The same thing was said two years ago, and yet the Senate did amend, and the House passed the bill. The Senator from New York opposed amending the bill. He well remembered that that Senator—who was the only one in the body man enough to ever interfere between him and his constituents—came to him on a former occasion, to try and have Sodus Bay inserted in one of these bills, and that too against the unanimous voice of the Committee of Commerce. He reminded the Senator then of his conduct in interfering between him and his constituents, and the only answer the Senator could make was, that he (Dodge) had the opportunity of taking the Chairman's revenge, by bringing coils of fire on his head, by getting Sodus Bay into the bill. Now, the same Senator opposes any amendment. He (Dodge) intended to move to increase the appropriation for the Mississippi river.

Mr. Rusk's amendment was rejected—yeas 24, nays 24.

At 4 o'clock, Mr. BROWN moved an adjournment. Lost—yeas 19, nays 27.

Mr. GWIN moved an amendment appropriating \$50,000 for a survey of several harbors and rivers in California. The motion was debated.

Mr. TOUCY rose to make a lengthy speech against the whole bill, but yielded the floor for a motion to adjourn, which was agreed to at 4½ o'clock.

House of Representatives.

WASHINGTON, July 29, 1854.

Mr. FENNER, (dem.) of N.Y., said he had been present yesterday when Mr. Eliot moved a suspension of the rules he would have voted yes. He was engaged at the department in business at the time.

(An error occurred in yesterday's edition. It ought to have been Mr. Eliot, of Mass., who moved a suspension of the rules, in the place of Mr. Elliott, of Kentucky.)

Messrs. CULLEN, (whig.) of Tenn., Ready, (whig.) of Tenn., Smith, (dem.) of Va., Singleton, (dem.) of Miss., and Parkdale, (dem.) of Miss., said if they had been present they would have voted yes.

APPROPRIATIONS FOR STEAMERS CARRYING THE UNITED STATES MAIL.

The House then went into Committee of the Whole on the State of the Union on the bill making appropriations for transportation of the United States mails by ocean steamers, and otherwise, for the year ending June 30, 1855.

The section appropriating eight hundred and fifty-eight thousand dollars for the transportation of the mail from New York to Liverpool having been read,

Mr. ORIN, (dem.) of Ohio, moved to strike out the notice to the Secretary of the Navy to give the notice to the deficiency bill of 1853, to terminate the arrangement for the additional allowance for the transportation of the mail between New York and Liverpool in the Collins line of steamers, as therein provided.

Mr. ORIN said the Committee on Post Office and Post Roads reported a bill early in the session, not only giving

notice, but putting an end to mail steamer contracts. The bill, however, cannot be reached this session. He proposed not to give the notice till next session.

Mr. SHERMAN, (dem.) of N.Y., hoped the amendment would not prevail. It was expedient, proper, and necessary for the interest of the country, that these contracts be abolished.

Mr. WALLBROOK, (dem.) of N.Y., said the British government, through the Cunard line, had the interrupted carrying of the mails from 1837 to 1849—a period of twelve years—and paid into the exchequer of Great Britain six millions of dollars, and received for their own services two millions additional. Great Britain refused to enter into any postal treaty with this country for the whole term—twelve years—until the keel of the Atlantic, one of the Collins line, was laid, when a postal treaty was made upon the following basis—First, That either nation has the power to abrogate the treaty upon giving six months notice. Second, That the withdrawal of either line shall annul the treaty. Third, That the United States mail shall receive five twenty-fourths of the postage on letters brought by the Cunard steamers. Fourth, That Great Britain should receive eight twenty-fourths of the postage accruing in the Collins line—the advantage being with us, since the Cunard line performs double the number of trips of the Collins line.

The postage of 1852 over 1851 increased twenty per cent in the Collins line, and 1853 over 1852 thirty-four and one-sixth per cent. At this rate of increase, after this year, the postage would pay the full amount of the yearly appropriation. The postage by the Cunard line has increased twenty-nine per cent. The withdrawal of the Collins line will throw the whole amount of postage, both ways, into the coffers of Great Britain. The clause in the deficiency bill of 1852 was in the form of a contract, and the notice to terminate the extra compensation cannot be given at this time. That act expressly declares as follows: "Provided that it shall be in the power of Congress, after the first day of December, 1854, to suspend this extra compensation on giving six months' notice." The Postmaster General was authorized at the last session of Congress to advertise for proposals for carrying all the mails on all the routes now in existence, and to lay such bids before Congress. In compliance with such instructions, the Postmaster General did advertise and receive bids on all lines and routes except for carrying mails between New York and Liverpool; that by increasing the compensation the Collins line have averaged each way two days increased speed, and in order to make this speed the expenses have necessarily increased in the same ratio. The running expenses of eighteen fifty-two, fifty-three, and fifty-four, have increased the taxes ten thousand dollars a voyage, while the increased pay under extra compensation is but thirteen thousand dollars per voyage out and back, or in twenty-six voyages one hundred and thirty thousand dollars per annum. The original investment to perform this service and maintain a successful competition, may be estimated at three millions of dollars. The insurance, at six per cent, is one hundred thousand dollars; the interest on the capital, at the same per cent, one hundred and eighty thousand dollars. The deterioration in value is not less than seven per cent—two hundred and ten thousand dollars—making an aggregate of five hundred and seventy thousand dollars, without a single dollar for the expense of running. The struggle between the Collins and Cunard lines has been one involving the national reputation of the two governments—of Great Britain and the United States—for the maritime ascendancy of the world. The ocean has been the theatre of England's greatest triumphs. One of her favorite bards has said:—"Her march is o'er the mountain wave, her home is on the deep." It is true our flag has gallantly indicated their ability to cope with Great Britain during the war of 1812; but a new era had begun, for "peace" bath her victories not less renowned than those of war; and the arena, as the highway of commerce, was to be the future ocean on which commercial nations should struggle for the supremacy of the globe. American individual enterprise boldly entered the contest with Great Britain, and the greatest maritime triumph on record was reserved for the immortal genius of Fulton, backed by the indomitable energy of Collins. That contest is not over. Thus far we have been victorious, and the gallant Atlantic, having outdone the storms of her ancestors, has brought the two countries nearer together than they have ever been brought before. This contest between these rival lines loses its individuality, and becomes national. I therefore believe the American people will sanction the aid of the federal government in a struggle that has advanced their honor and contributed to their renown in every quarter of the globe. I ask it not for the city of New York—I ask it for the honor and the glory of the whole republic.

Mr. MACK, (dem.) of Ind., moved to strike out the appropriation. Motion disagreed to.

Mr. CLINGMAN, (dem.) of N.C., offered an amendment that the President shall endeavor, by treaty or otherwise, to induce the British government to abandon, in a similar manner, the subsidy paid to the Cunard line, in which event the Postmaster-General is instructed to take the necessary steps to get rid of all existing contracts for the transportation of the mails in ocean steamers. He believed the British government could be induced by ourselves to abandon the system. The vessels of both the Cunard and the Collins line had been ascertained to be unfit for war purposes.

Mr. ALLEN, (dem.) of Ill., opposed this amendment, and argued earnestly in favor of terminating the contract, alleging they have been violated.

Mr. McQUEEN, (dem.) of S.C., likewise condemned giving bounty to Collins, taking ground similar to that of Mr. Allen.

Mr. WALKER, (dem.) of N.Y., expressed his astonishment at the attacks made on this line, and replied at some length by an array of facts and figures. The honor of the country, he insisted, is involved in maintaining this Collins line, the propriety of which has done more to give it to our supremacy on the seas, as to swift voyages, than any other man living. The contract has not been violated. The vessels are suitable for any emergency, and are as strong as any that can be built. If they were not in all respects equal to what the law required, it was certainly singular they were accepted by the proper department.

A long debate then ensued as to the merits of the steamers and a continuance of the contracts, during which Mr. Stanton, of Tennessee, said he had been informed by Commodore Perry that better and stronger vessels do not exist.

Mr. JOHNS, (dem.) of Tenn., said this was a very interesting debate, but like all other things it must have a termination. Therefore he moved the committee rise with the view of disposing with the five minutes debate. Disagreed to.

Mr. MACK moved an amendment, which was rejected, to strike from the service every one of the mail steamers.

Mr. ORIN was opposed to all amendments except his own. The bill makes the appropriation for the year ending June 30th, 1855; they therefore would have time to give the six months notice on the 30th of December next.

Mr. GOODE, (dem.) of Va., regarded this mail steamer system as wrong and rotten, and he was opposed to raising a million and a half dollars annually from the people, to divide among the favorites of government, to support mere splendid mail vessels, not war steamers.

Mr. DODGE, (dem.) of Ohio, said this mail steamer question has been before you for years, and the arguments submitted to-day he had heard, he was going to say almost a thousand times by the old members. No new light has been shed on the subject; therefore, he appealed to gentlemen to terminate this debate.

Mr. CLINGMAN and Mr. ORIN's amendments were severally rejected.

On motion of Mr. HAYES, (whig.) of N.Y., the first section was amended, by a vote of 82 against 61, by striking out "forthwith," and inserting the "thirty-first of December next," as the time for the Secretary of the Navy to give notice of the termination of the arrangement for the additional allowance to the Collins line.

Mr. MACK alluded to his course in the select committee appointed to investigate the mail steam contracts. It had been charged the committee had whitewashed the Collins line in their report. Whoever charges me with dereliction of duty, he remarked—I don't know from what quarter it comes—a lie and a scandal.

Cries of "Order," "Order," "Order."

Mr. SEWARD, (dem.) of Ga.—The gentleman here, I said there was fraud, but was unable to prove it, I therefore said the company was relieved from U.S. charges, and whitewashed by the committee. I wish the gentleman to know I am responsible for what I say, out of doors.

Mr. MACK—I would have the gentleman understand I am all responsible. I state to the gentleman and appeal to every member of the committee of investigation to say whether we have not travelled over the whole ground.

Mr. SEWARD—I understood the gentleman charged the mail steamer companies with fraud, and in the report relieved them of the charge.

The committee rose, the amendments were concurred in, and the bill was passed.

It merely appropriates the amount for steam mail services required by law. An additional section was added, authorizing the disposition of the present arrangements for transporting mails, provided it can be done without a violation of the contract, in which case proposals from the lowest responsible bidder are to be invited for the service. Adjourned.

Obituary.

DEATH OF EX-PRESIDENT FILLMORE'S BROTHER.

BUFFALO, July 29, 1854.

A despatch has been received in this city, from a reliable source, announcing the death of ex-President FILLMORE's brother Charles, who died yesterday, at St. Paul, Minnesota, suddenly—supposed of cholera.

DEATH OF A RAILROAD SUPERINTENDENT.

OSWEGO, July 29, 1854.

George C. Skinner, superintendent of the Oswego Railroad, dropped dead this evening. He was in perfect health half an hour before. He died of disease of the heart.

DEATH OF A PROMINENT FREE SOILER.

CINCINNATI, July 29, 1854.

Samuel Lewis, a prominent leader of the free soilers, died at his residence near this city last night.

From Philadelphia.

MAYOR CONRAD AND THE LIQUOR LAW—PROBABLE GUNPOWDER EXPLOSION.

PHILADELPHIA, July 29, 1854.

Mayor Conrad has issued orders to the officers of police to continue reporting all violations of the liquor law on Sundays, declaring that he will continue, as heretofore, to bind over for trial by jury—taking the ground that the recent decision of the Supreme Court in Barr's case was on entirely *ex parte* testimony. The Commonwealth is not being notified, was, therefore, not represented on the trial. He stated that even if the decision in Orsett's case was overruled, he possessed ample power under other acts to enforce a rigid observance of the Sunday law, and the sanctity of the day would be maintained as it had been since the issue of his proclamation.

Shortly after seven o'clock this evening, two severe shocks, as of a distant explosion or earthquake, were felt here very perceptibly in the lower part of the city. They were also felt at the same time at West Chester. It is supposed here to have been another gunpowder explosion at Wilmington, the telegraph to which place has unfortunately closed for the night.

From Hartford.

THE LIQUOR LAW—A STEAMER BURNED.

HARTFORD, July 29, 1854.

Two or three days since, a very exciting town meeting was held, upon the subject of appointing town agents to sell liquor for medicinal and mechanical purposes, under the prohibitory law, which goes into effect on Tuesday next. A resolution was finally passed, declaring it inexpedient for the meeting to take action on the subject, and the question on the adoption of the resolution was ordered to be taken to-day, by ballot, the polls remaining open 12 hours. The result shows 507 votes in the affirmative, and 1,000 in the negative. The resolution being lost, another very exciting time took place, and a vote was finally adopted, requesting the select men not to appoint agents. This is a movement of the opponents of the law, designed to embarrass its operation and render it unpopular. The excitement here on the subject is greater than upon any subject which has come before the town for years.

A small steamer plying on the Connecticut river, between this city and East Haddam, called the Agawam, was burnt at her wharf, at the latter place, last night. Loss, \$10,000. Insured for \$6,000.

From Baltimore.

COMMERCIAL MOVEMENT—ANOTHER MURDER CASE.

BALTIMORE, July 29, 1854.

The active merchants of this city have resolved to sell coffee after August at four months' credit, instead of six. They have been large losers by Western failures. We have no small stock of Richmond to-night.

William Arrington has been committed for trial, charged with the murder of Michael Higgins, watchman at Alexandria cotton factory. The cause of the murder was that Arrington had been removed, and Higgins appointed watchman in his place.

Great Fire at Lowell, Mass.—Loss, \$150,000.

LOWELL, July 29, 1854.

A fire broke out last night in James Lannan's stable, on Danvers street, and spread to the adjoining property with great rapidity, consuming the Railroad Hotel, and crossing to Lowell street, where several large wooden buildings were destroyed, together with several stores. The principal sufferers are Josiah Bennett, John Mayner, James Lannan, N. Wright, Messrs. Duttricks, J. S. Proctor, and A. J. Brandt. The wooden buildings were occupied by Irish, and many families are left homeless. The loss is estimated at \$150,000. A little girl, five years of age, perished in the flames, and James Lovett, a fireman, was terribly, though not fatally injured.

Navigation of the Ohio, &c.

CINCINNATI, July 29, 1854.

The Ohio river has risen four inches—now on a stand, with 4½ feet to Cairo. Dry goods are beginning to arrive in considerable lots. Forwarding merchants find no difficulty in shipping in light draft boats, at low rates of freight, to St. Louis and Memphis.

Heavy Failure at Buffalo.

BUFFALO, July 29, 1854.

The firm engaged as carcass and provision butchers and dealers has failed. Their liabilities are said to be nearly \$100,000.

The Failure of Mr. John Tucker.

TO THE EDITOR OF THE NEW YORK HERALD.

Your statement that Mr. John Tucker's failure was caused by his connection with the Montreal Iron Works is not correct. Mr. Tucker is a debtor to the Montreal Iron Company.

THOMAS CHAMBERLAIN, President Montreal Iron Works.

PHILADELPHIA, July 29, 1854.

A Murderer to be Hung.

BOSTON, July 29, 1854.

The Executive has appointed Friday, September 29, for the execution of Thomas Case, convicted of murdering Mr. and Mrs. Taylor, in Natick, over a year since.

Markets.

CHARLESTON, July 27, 1854.

The sales of cotton to-day were 600 bales, and for the week they foot up 5,500 bales. The receipts of the week have been 4,100 bales, and the stock on hand, exclusive of that on shipboard, is 7,500 bales.

CHARLESTON, July 28, 1854.

The sales of cotton to-day were restricted to 150 bales, at full prices, ranging from 8c to 10c.

CINCINNATI, July 29, 1854.

In our money market Eastern exchange is declining, being now quoted at 1½ and 1½ premium.

Our Key West Correspondence.

KEY WEST, Fla., July 22, 1854.

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